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(25)

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The Daily Press.

HONGKONG, JULY 14th, 1910.

It is not wise to take the innumerable forecasts as to future world conflicts too seriously, but occasionally there are contributions to the discussion regarding the balance of power which demand attention. In this category should be placed the series of articles appearing in *The Daily Graphic* under the title "The Sovereignty of the Seas." It is a subject which appeals to the Briton at once, and as the writer, Mr. GERALD FIENNES, reveals some knowledge of the sentiments prevailing in the Colonies, as well as an acquaintance with the conditions found in the parts of the world more particularly under notice, his words are certain to receive some consideration. In recent numbers of the journal mentioned he has dealt with "Shadows over the Pacific," and, briefly stated, his conclusions are that Japan is a disturbing factor in international relations, and that Great Britain, by maintaining naval pre-eminence, must impose peace on the other nations which are supposed to be threatening each other at present.

It need scarcely be stated that the writer disapproves of the Anglo-Japanese Alliance. He defines the situation thus: "The white nations demand the Open Door in the realms of the yellow man, while claiming the right to close their own door to him. Japan will accept either alternative, but not both at once. For the present the United States stand for the embodiment of the White Man's position. Great Britain, bound by the ties of an alliance for the next few

years, and remote from the dangers which bulk so big in the eyes of Americans, Canadians, and Australasians, is out of sympathy with, or is at least lukewarm over, the policy of exclusion which her own children in the Pacific consider vital to their national safety and economical development. Therefore, there exists a certain community of ideas between the overseas nations of the Empire and the United States which may easily become perilous to the unity of the Empire. In our enthusiasm for common defence, we must never forget that common defence postulates common aims and common policy." While we are inclined to the belief that the community of ideas between certain British Colonies and America is exaggerated, we have to admit that the Colonies and the Mother Country are to combine in the defence of the Empire they must have common aims and common policy. That being so, it follows that the Colonies, either by reason of the greater feeling of confidence imparted by the presence of a strong British fleet in Pacific waters, or by reason of the fact that their fears are shown to be groundless, will have to drop the Japanese bogey which has filled their horizon of recent years. It is too early to prophesy regarding the renewal of the Anglo-Japanese Treaty in 1915. So far there is so little alteration in the circumstances affecting each party that the probabilities are in favour of the continuation of the Alliance, though it must not be forgotten that the fear of Russian aggression being removed by the agreement just concluded may make Japan less anxious for Britain's aid, while Great Britain, having decided on an imperial navy in the true sense of the word, may possibly have less reason for relying on Japan to protect her Pacific interests. The writer in question has a strong belief in the value of the Pacific Fleet. If no conflict arise between now and 1915 "to make the name of the Pacific Ocean an irony, the British Navy, reinforced by, let us hope, a goodly number of Fleet units contributed not only by Australia and New Zealand, but also by Canada, South Africa, and India, will once more earn for itself the blessing bestowed on the peacemakers. The Pacific Fleet will live up to its name. It will be expensive, but it will be worth while. But the Pacific Fleet will have to be a real instrument of war, capable of meeting any enemy which can assail the position of the Empire in that ocean, not a mere 'skeleton enemy,' a shadow of things to come." With that view there should be general agreement. But if Britain is to have, as it must have, a policy in the Pacific, imperial and not insular in character, she must have adequate force to assert it. "Conscious of adequate strength, our fellow-subjects" continues Mr. FIENNES, "will pursue their development in peace, tempted neither to irritate the Japanese by pin-pricks on the one hand, nor to coquet with the Americans on the other. The awakening of the Imperial consciousness, the death of the 'hen-and-chicken' idea of Empire, is the greatest guarantee of permanent peace."

Without following the other arguments of the writer, we will turn to the second conclusion to which we referred, that Britain must impose peace on other Powers. This is certainly ambitious. But it is at the same time quite reasonable. "An Imperial Navy, dominating the Pacific as the Royal Navy does the seas of Europe, will preserve the peace. By stilling unrest and by promoting confidence among the Britons of the overseas States, it will permit at once of a consistently firm yet friendly policy being adopted towards our present ally—and Japan asks for nothing better—and will also demonstrate to the United States that the British Empire is also to guard its own head, and that, while we welcome their friendship, and look for a lasting bond of amity between the English-speaking peoples, we desire nothing further of them—least of all the support of their sea-power. If, on the other hand, we are obsessed with the danger near home, and, keeping our eyes fixed on Europe, apply pedantically the principle that Australasia, Canada, and South Africa are defended in the North Sea and the Mediterranean, as was the case when the prospective foes were exclusively European, we shall find that questions of a broader nature than we have ever before faced have arisen and that we have failed to realise their vital character." This means an expansion of ideas. Britons must learn to think oceanically. They must learn that the perils which loom so large before the people of the United Kingdom are not necessarily those which pre-occupy their fellow subjects in the distant States of the Empire, and that if the British Realm is to have a future those Colonies must count for as much as the Motherland. The aim which Mr.

FIENNES holds up to the Empire is that of a State to which the sea is the bond of union, not the divider; which imposes its peace upon every quarter of the globe alike by virtue of the fleets which make aggression upon it impossible. "The time," he concludes, "has gone by when Great Britain, alone and unaided, can do this. It is not only, or chiefly, a question of the provision of material force. That is a sufficiently serious matter, with Naval Estimates already above forty millions a year, and the certainty of a further increase being required; but it is much more a matter of a heart-whole acquiescence of the States of the Empire in an Imperial policy, and the realisation of their direct responsibility by each and all. Happily, the consummation is within sight. The Pacific Fleet, with units supplied by the Mother Country, Australia, New Zealand, Canada, South Africa, is already out of the realm of dreams. How it should be formed; what strength it should attain; and where it should be based, are questions which will be discussed later. It is enough, for the moment, to record that the movement is going forward; that the arrangements made last year at the Imperial Defence Conference are but the nucleus of a plan which, although not yet sufficiently advanced to be made public, has every promise of coming to fruition. In a military sense, it is not perhaps ideal; but the British Empire exists by solving problems on the homely lines of common-sense which are insoluble to those who base their political system on the rigid lines of 'Barbara's content,' etc." An Imperial Navy is in every sense desirable, but we cannot feel so sanguine as the writer in question that it will be strong enough to enforce its will on the other nations.

H. E. the Officer Administering the Government attended the Circus last night.

The English Mail of the 11th June was delivered in London on the 12th inst.

Mr. Andrew Forbes, of Messrs. Bradley & Co., has joined the Board of the Hongkong and Shanghai Banking Corporation.

The fifth edition of the new Street Index, by Mr. Arthur Chapman, Government Assessor, revised and corrected up to date of issue, will be ready early in September.

Owing to the breakdown of the ice machinery there was quite an ice famine in Knales Lumpur the other day. As much as 8 cents was paid for a lb.

Before Mr. E. R. Halifax at the Magistrate's yesterday two natives were charged with being a unlawful possession of a quantity of opium. One was fined \$50 and one \$64.

Two Chinese appeared before Mr. J. R. Wood at the Magistrate yesterday on a charge of returning from banishment. Both were found guilty, and each man was sentenced to six months' imprisonment and four hours' stocks.

The district officer at Tanan, a province of Cochinchina, was to hold an exhibition of trained rat-killing dogs on July 3. This is a matter which interests the cultivators there, owing to the ravages of rats in the standing crops and in grain storehouses. The dogs had to show their skill on the spot.

In Dutch South-East Borneo, in the Marapora district, which is famed for its diamonds, fresh diggings have been discovered. The resulting diamond fever has led to such a rush for digging licences that their issue now averages one thousand a month. So far the diggers have been fortunate.

The fly nuisance is the subject of a recommendation by Shanghai's medical officer of health. All foodstuffs, he says, especially milk, should be protected from the access of flies by having the larger windows made of perforated zinc and by the use of gauze covers. Fly papers and traps are best placed on the window sills.

Trade and industry are in such a bad way in Tonkin and the colony is in such a backward state, that a petition to the French Parliament to mend matters is in circulation for signatures. The petition prays for an inquiry into the present state of the colony with a view to devising means for restoring prosperity and removing grievances.

Pepper, says the *Sourabaya Handelsblad*, used in bygone years to be profitably cultivated in East Java, but the times are changed now. Planters in the old days took no thought of exportation and threw so much pepper on the market that prices rapidly fell. Losses soon led the planters to turn their backs on pepper and take to rubber. Figures show that the export of black pepper from Sourabaya in 1909 fell off by one-third compared with that in 1908. The pepper prospects for 1910 are most unfavourable.

The Hollanders in the South have got a tiger story of their own. "It is reported in these words—Recently a singular adventure befell a gentleman who was motoring in Deli. At two o'clock in the morning, a lamp on the car suddenly went to pieces, and the car ran over something. The speed was so great that this almost escaped notice. The car was stopped, and an examination disclosed the fact that a tiger was crouching on the road just ready to spring when the car struck it. The traces of the tiger were visible enough. It had disappeared in the hillock grass on the roadside.

Bamboos from Indo-China are coming into demand at Nioe, in France, for gardening purposes. Bamboo supports and props have been found to be very useful. The article has hitherto been imported by way of Hamburg. But the Chamber of Commerce at Nioe favours the idea of importing Indo-China bamboos direct by sea route after transhipment at Marseilles, German handling being discontinued. The Chamber of Commerce at Saigon has been approached on the subject.

The Messageries Maritimes Company intends to do away with the branch service connecting at Saigon with the line to Singapore linked with the P. and O. mail. The idea is that the Tonkin mails should go in the P. and O. steamers direct to Hongkong. From there, they will be despatched to Tonkin ports. The Tonkin home-ward mail will then be forwarded to Hongkong for despatch by the P. and O. service. By this change, the Indo-China Government will save about 300,000 francs a year. The M. M. Company's Tonkin service carries few passengers and hardly any cargo, says an exchange. The Chamber of Commerce at Saigon to which the matter was referred did not favour the idea, and asked the M. M. Company for further information. It seems that the existing service is of advantage to the public, though the company loses by it.

LOCAL SPORT.

LEAGUE LAWN BOWLS.

TAIKOO & CIVIL SERVICE C.C.

These teams will meet at Quarry Bay on 16th inst., at 3.45 p.m. sharp. Civil Service team:

E. Dawson J. McKay
R. Duncanson A. Thornhill
A. Pile A. Blowsy
L. E. Brett (skip) J. A. Wheel (skip)
W. H. Woolley
P. R. Adams
C. Bond
W. Fischer (skip)

Reserves: A. Daray, W. Higby, J. McLeod.

LAWN TENNIS LEAGUE.

CIVIL SERVICE & Y.M.C.A.

This match was played yesterday at the Happy Valley and resulted in a win for the visitors by 61 games to 38. Scores:

Edwards and Hickling beat Wood and Woodcock 6-5, lost to Atkinson and Pile 9-2, McEwen and Mackay 7-4.

Le Breton and Clements beat Wood and Woodcock 6-5, lost to Atkinson and Pile 4-7, and beat McEwen and Mackay 7-4.

Shorey and Joseland beat Wood and Woodcock 8-3, Atkinson and Pile 6-5, McEwen and Mackay 8-3.

TRIANGULAR CRICKET.

The South African Cricket Association having refused to send an eleven to Australia without a guarantee of \$5,000, Australia declines to agree and intimates that this means the abandonment of triangular matches. The Australians certainly will not meet the South Africans in England.

AMERICAN CHINESE TIRE OF QUEUES.

Chinese of the Pacific Coast want to discard the queue, and they have memorialized the throne to be permitted to coil their hair like their Caucasian brethren. Declaring that all the nations of the earth that endure look with disfavor on the head-dress that terminates in an appendage resembling a braided tail, the Chinese union in declaring that the spirit of modernity demands the quietus of the queue.

Particulars of the memorial, which was entrusted to J. J. Tso for presentation to the throne during his recent trip en route for Washington, have just been made known here and have led to a gabble of discussion in Chinatown.

"As we look around at the various nations of the world, we observe the queue," the memorial reads. "The queue is not necessary to the well-being of man and it is exceedingly inconvenient."

"China is now speaking about having a parliament and being counted among the civilized nations, and one of the easiest things to do is to cut off the queue. The cutting off of the queue will give us the appearance of being civilized. If we are not permitted to do such a thing, which is the easiest, what is the use of doing something that is the hardest?"

"It is the custom in China to wear long robes with wide sleeves, making the men of our nation look like the women of other lands. The costume is like that of the Annamese and the Koreans, two nations that have perished."

"Furthermore, our whole costume—queue, long robe and wide sleeves—makes us the laughing-stock of every nation with which we come in contact."

"The discarding of the queue as regards China itself would revive the spirit of the Chinese, and viewed by outsiders it would be looked upon as a sure sign of an awakening."

The queue was forced upon the Chinese as a badge of submission about 250 years ago by their Manchou conquerors, who affected this style of head-dress. Later the Chinese grew fond of the queue and began to elaborate it with bright ribbons, but they have begun to look askance at it since they have become conversant with the customs and manners of the overseas barbarians.

RUBBER FROM BANANAS.

A cloudy emulsion pressed from the green fruit of the Martingale banana has been found to contain 10 per cent. of rubber, equivalent to 50 per cent. of the dry weight of the expressed juice, says *Popular Science Monthly*. Analysis showed that the green banana skins contain as much as 20 per cent. of rubber, while the dried skins yielded 7 per cent. of wax, resin and chlorophyll. Some varieties are reported to be richer in rubber than the Martingale banana. Extraction seems to offer no special difficulties, and it is predicted that rubber from banana skins may become a commercial success in the near future.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *Succia* left Singapore for this port on the 12th instant p.m., and is due here on the 18th instant a.m.
The British str. *Longship* left Moji on the 12th instant for this port, and is due to arrive here on or about the 16th instant.

TELEGRAMS.

[Protected by the Telegraph Message
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[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

ANOTHER AVIATION
TRAGEDY.

HON. MR. ROLLS KILLED.

LONDON, July 12th.

The Honourable Charles Rolls was circling the Grand Stand at Bournemouth Aviation Meeting (which opened to-day) when his machine buckled. He fell a distance of forty feet and was killed.

[Probably he alighted on his head or the machine fell upon him. Great regret will be felt at the death of this plucky aviator, who on June 2nd accomplished the record journey from Dover to Calais and back.]

RUSSIA AND JAPAN.

LONDON, July 12th.

The "Koenische Zeitung" states that the Russo-Japanese agreement arose from Russia's need to carry out her Asiatic policy undisturbed and Japan's wish to develop peacefully the conquests acquired by war. The agreement will therefore be welcomed in Germany as elsewhere as a guarantee of peace, but judgment must be withheld for a time as regards its economic aspect.

LONDON, July 13th.

The "Taegsche Rundschau" declares that it has authentic information that the Russo-Japanese agreement was originated by British diplomats who co-operated towards its conclusion with the object of creating a quadruple alliance against Germany.

WOMAN'S SUFFRAGE.

LONDON, July 12th.

The Woman's Suffrage Bill passed its second reading by 290 votes to 190.

LONDON, July 13th.

The motion to send the Women's Suffrage Bill to the Grand Committee was rejected by 320 votes to 175. This is tantamount to shelving the Bill.

PRESIDENCY OF NICARAGUA.

LONDON, July 12th.

Reuter's correspondent at Berlin reports that the Foreign Office has issued a statement in which it is explained that the Kaiser's letter was an ordinary formal acknowledgment of the announcement that President Madriz had succeeded to that high office. It adds that nothing is known regarding the coaling station, the acquisition of which was not contemplated.

HERR DERNBURG.

LONDON, July 13th.

Herr Dernburg, the retired German Minister for the Colonies, starts from Berlin for a tour in the Far East via Siberia on Friday.

[FROM THE "SINGAPORE FREE PRESS."]

THE PRIZE FIGHT.

CINEMATOGRAF RIGHTS SPOILED.

The Mayors of many cities in the United States have prohibited the cinematograph exhibitions of the Jeffries-Johnson fight in order to prevent displays of racialism, especially in the South, where the feeling is the strongest. It is feared that the moving pictures would inflame both the Blacks and the Whites.

The Christian Endeavour Society's branches are everywhere strenuously campaigning for the suppression of the pictures, and have appealed to Mr. Roosevelt and the Governors of every State.

The South African Press deprecates cinematograph exhibitions of the fight in South Africa owing to the effect it would have on the coloured races, who are already impressed with Johnson's victory.

FIGHTING AT MACAO.

Macao, July 12th.

The Colony is excited by a revolt which has occurred at Colovao and which is taxing the military authorities.

Yesterday suspicious men were aroused at a quantity of arms and ammunition were stored in certain houses on the island, and a search was made but proved fruitless. No further precautions were taken. However at midnight the Portuguese guard was surprised by a large attacking force, which included most of the villagers and a band of some 200 pirates. An appeal for reinforcements was sent to the military headquarters, and a company of 60 soldiers was dispatched to the assistance of the guard. But the soldiers found they were outnumbered and they were compelled, on being received by a severe rifle fire, to seek shelter. A fusillade was maintained throughout the night.

This morning another Portuguese force accompanied by a company of artillery and the river gun boat *Ascar* proceeded to the scene of the fighting and a brisk fire from both sides was kept up. The mountain artillery, as well as the guns of the *Macao*, bombarded the island till dark.

Casualties have taken place on both sides, and several deaths at the Military Hospital are reported.

Major Magalhães, police commander, accompanied the expedition, on which some 350 men are now engaged.

It is expected that an attempt to dislodge the pirates will be made to-morrow at daylight.

LATER.

The village of Colovao is practically destroyed as the result of the bombardment. Orders were given for the women and children to leave the village but they remained and stoned the military.

The death roll of the islanders and pirates must be considerable.

It is believed that this attack was planned several days ago, and it is fortunate that I have not to report a greater loss among our men.

Had there been telegraphic or telephonic communication with the island this rising would have been suppressed more easily.

BRITISH ARMY AIRSHIP.

FLIGHT FROM FARNBOROUGH ACROSS ENGLAND.

The sensation which was caused when the British Army dirigible *Nulli Secundus* sailed majestically across London and rounded the dome of St. Paul's on a beautiful October day in 1907 was repeated on June 4th, when a mysterious airship passed over the Metropolis. The streets of London were never absolutely deserted, and even as early as 2 a.m. some hundreds of people scattered about the south-western districts witnessed, or rather heard, the arrival of the strange air craft. It was at a great height, and the throbs of engines could only be faintly heard, while its position and pace were just indicated by an electric lamp dimly seen in the darkness. The airship was located at Richmond, Battersea, and in the City over St. Paul's Cathedral, but it vanished as swiftly as it came.

STORY OF THE FLIGHT.

The airship, it transpired, was the second British Army dirigible, *Beta*, on its first long voyage, in command of Colonel Capper, and carrying also his assistants, Lieut. Waterlow, R.E., and Mr. W. T. Ridge, the civilian head of the balloon factory. The plan of the journey to London was kept an absolute secret. The flight was prepared for during the week, and those who were required to handle the airship either in the car or by motor were warned to hold themselves in readiness at any time. A start was decided on late on Friday night, and the necessary number of Balloon Corps were warned to report themselves at the factory at 11 p.m. The *Beta* is not the dirigible which was wrecked some weeks ago, but a reconstructed model. It was docked in the new dirigible shed, a huge building 400 feet long, and the gates were opened early in the evening so that the temperature should be the same as the outside air. At 11.30 the airship was towed outside and Colonel Capper, Lieut. Waterlow, and Mr. Ridge boarded the car. The ascent was made at 11.40, and the course was set by the stars, the airship being started due north-east. When the London and South-Western Railway main line was reached at Primley the course was set by the metals until the Broadlands motor track at Weybridge was reached. Then a straight line for St. Paul's was taken, the *Beta* being crossed three times in its windings, the first crossing being at Thames Ditton, the second near Haringham, and the third near Battersea Park.

CIRCLING ST. PAUL'S.

The dome of St. Paul's was circled at 2.15 a.m., and the return journey, with a following wind, was made at top speed, between 25 and 30 miles an hour being got out of the engines, which are of 35-horse power. The first rush of dawn was just breaking as the return journey was commenced, the course being straight west across the West-end of London, the Marble Arch being passed over six minutes after leaving St. Paul's. The main London to Portsmouth road was struck at Hounslow, and proved a splendid guide to the aeronauts, who followed it through Staines and Sunninghill to Farnborough.

The return journey was completed in a little over ninety minutes. Arriving over Farnborough Common, the airship was brought easily to earth, when it was at once taken in tow by a Royal Engineer detachment and docked in the big shed again.

The flight was followed by a motor car containing the chief draughtsman and chief mechanical engineer at the factory, but after they had once lost sight of the airship at Farnborough Common they did not see it again until they returned again to Farnborough. An average height of 1,000 feet was maintained, and the engines were not pushed to their greatest speed. The flight was made as an instructive experiment. The lifting power of the airship has been recently increased by elongating the gas envelope.

SPAIN AND THE VATICAN.

The following announcement was made at Madrid, on June 17th:—

It is stated in certain quarters that, should the Vatican regard the Royal decree published on June 11th respecting the display of external signs of their faith by dissenting Churches as an obstacle to the continuation by it of the negotiations begun by the Spanish Government with a view to settling the question of the religious orders, Senator Canalejas' Ministry is resolved to break off all negotiations and to reserve to itself the right to pursue an entirely independent line of policy.

SUPREME COURT.

Wednesday, July 13th.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

PENDING SECURITY.

The case in which Ng Tok Tong claimed from Wong Cheung Cho an account of the partnership dealings between Ng Kim Wan, deceased, and the defendant in the business of the Yuen Sing firm, of which business the defendant was the managing partner, and in which the Chief Justice found for the defendant, was mentioned. The plaintiff (appellant) appealed against his Lordship's decision.

Mr. M. W. Slade K.C., instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist), represented the appellant, and Mr. Eldon Potter, instructed by Mr. P. M. Hodgson (of Messrs. Evans & Haxton) appeared for the respondent. Mr. Slade said they could not go on, as an order had been made for a stay of execution.

Mr. Potter stated that an order had been made for security for costs, but that security was not forthcoming.

Mr. Slade—We only applied a few days ago, and have not raised the money yet. We have had to send to Singapore to get it, as the estate is in Singapore.

Mr. Potter—The order was made on July 4th. The Chief Justice—How long has the case been on the list?

Mr. Potter—For months.

Mr. Potter—For some months, and we wrote for security months ago.

Mr. Slade—We declined to give it because the executor is personally liable.

Mr. Potter—Your Lordship held he was not personally liable.

The Chief Justice (to Mr. Slade)—Have you sent to Singapore?

Mr. Slade—Yes, the man has gone down himself, and not come back yet. No doubt it will be forthcoming in time.

Mr. Potter—We are rather doubtful if it ever will be forthcoming.

The Chief Justice—Well let it stand over, but indefinitely.

Mr. Slade—The man ought to be given reasonable time, and no time has been fixed.

Mr. Potter—Would your Lordships fix a time now?

The Chief Justice—It is difficult to fix a time now on account of other engagements in the Court, but it must be found within a month.

Mr. Slade—This is only an effort to try to get out of it. They could have made this application six months ago if they had chosen.

The Chief Justice—If the man has gone to Singapore he has had a week, and he will get another month.

Mr. Slade—I cannot tell if that will be sufficient, as I don't know the particular circumstances.

The Chief Justice—We won't fix the case for hearing for a month. That will give him perhaps another week.

Mr. Slade—Within that time we shall have some information, and I will probably know what the condition of affairs is.

THE CAPTAIN-ALLANA APPEALS.

The case was again mentioned in which D. R. Captain and S. M. E. Allana appealed from a decision of Mr. E. R. Hallifax, First Police Magistrate sentencing each of them to fourteen days' imprisonment for assault.

Mr. M. W. Slade, instructed by Mr. F. Paget Hett (of Messrs. Brutton & Hett), represented Allana, Mr. Eldon Potter, instructed by Mr. M. Reader Harris (of Messrs. Wilkinson & Grist), represented Captain, and the respondent has retained Mr. O. G. Alabaster, who is instructed by Mr. W. E. L. Shenton (of Messrs. Deacon, Looker & Deacon).

Mr. Slade said he understood the Court was not going to take Allana's case that day.

The Chief Justice—It was fixed to be mentioned to-day. What happened?

Mr. Slade—There was a sort of triangular scrap, and the two appellants were convicted of assault, and sentenced to imprisonment.

The Chief Justice—What happened in Court?

Mr. Alabaster—Each of the appellants filed a separate notice of motion. The first one, Captain, had his case mentioned and adjourned, while Allana's case is mentioned for the first time now. I understand Mr. Slade is asking that it be adjourned.

The Chief Justice—I suppose they will both be taken together.

Mr. Potter—I don't know. I think the cases are somewhat different.

The Judge—The same evidence was taken in both cases?

Mr. Slade—Yes.

The Chief Justice—We'll take them on the same day, and consider the question of taking them together later. The hearing will be fixed for Thursday or Friday next if the Assizes finish earlier than expected.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

ALLEGED ILLEGAL FIRM.

His Lordship delivered his decision in the action brought by the Tung Sang Wing firm against Chow Chun Kit to recover the sum of \$13,034.17 for monies had and received by the defendant and for the use of the plaintiffs, and converted by the defendant to his own use.

Mr. Potter, instructed by Mr. P. Sydeman Dixon (of Mr. R. A. Harding's office), appeared for the plaintiff, and defendant was represented by Mr. O. G. Alabaster, instructed by Mr. P. W. Golding (of Messrs. Golding, Baulow & Morrell).

His Lordship, in the course of his judgment, said this case had given him a great deal of trouble. He could not say he was altogether satisfied with the judgment, but he thought the conclusion at which he had arrived was a

conclusion which would be consistent with justice. The defendant in the case was a partner in the plaintiff firm, and he received certain monies belonging to the firm and misappropriated them. The story of the misappropriation was told by him in rather cynical language in his examination in bankruptcy. He seemed to have received money due from debtors of the firm, and then a friend suggested a convenient opportunity to gamble in rice, which he promptly did, and lost the money. The firm was suing him, and he was endeavouring by every means, ingenious and otherwise, to evade judgment being given against him to recover the money. Among other things, he said he was entitled to take advantage of a certain point of law. This was quite different from saying the law was on his side, and that he was entitled to defend the action on the legal merits of the case. He should not be surprised therefore, if the Court gave him no sympathy and granted him no favour, nor if the Court allowed the plaintiffs every advantage to bring themselves within the law and thus enable them to recover collectively or individually the money which undoubtedly belonged to them. The defendant said the plaintiff firm was illegal, and therefore could not sue. On the face of this his Lordship should have thought this action was impossible on either of two grounds: either the defendant was estopped in raising it by his conduct, or he was *particeps criminis*. What the defendant asked the Court to do was to refer to the partnership books and unravel the whole question. The point which his Lordship had to decide was whether the defendant could, being a member of the partnership, refer to the partnership books. There was more than a scintilla of authority in favour of the rule that a man who was a member of this illegal partnership could not raise the question in this way. As he said, he was not going to favour the defendant in the least, but he would put him on the horns of a dilemma. Either the defendant would accept this judgment, or his Lordship would allow the plaintiffs to amend by substituting all the members of the partnership. He would give judgment for the plaintiffs on the ground that the defendant could not, to screen his own fraud, raise the question that this was an illegal partnership. Having said this, his Lordship wanted to go a step further with regard to a most important question which had been raised in the case. "In this case," he said, "the question of tongs has arisen in somewhat peculiar circumstances. This question has often troubled the Court, and I am of opinion that the time has arrived when we ought to make some attempt to apply English law to the Chinese custom. It is hopeless to shut our eyes to the fact that the custom of using tongs names exists, and equally hopeless, it seems to me, to try to persuade the Chinese to abandon it. They think it has certain advantages, but it is the duty of the Court to apply the legal principles of the law which we have imposed on the Colony to the customs of those whom we invite to trade here, so long as those customs are not antagonistic to the fundamental principles of our law. I have already intimated in a previous case that, however inconvenient this long custom may be to us, it is not so antagonistic to the law that the Court can disregard it. I start then with this fact, that the Court knows that for certain purposes with which we are not very familiar the Chinese use a long name to designate the ownership of some particular fund, and that in using it they intend so far as the law permits them, to use or charge that particular fund only. Whether they can do this must depend on the circumstances of each case. But I think we must accept that fact. We have heard, also, that tongs names are sometimes used by the same man, and that each is only an *alias* for himself. Now, we have to apply this process to the requirements of the Companies Act. If tongs names are used for associations I think that the *prima facie* must be taken to be that they have different funds and different persons for the purpose of determining whether there may or must be registration under the Act. But the *prima facie* may be rebutted. I have no jurisdiction over the Registrar of Companies, and cannot direct him what he should do, but I may indicate what I think he should do, and the case arising, I think he would be justified in requiring evidence as to the meaning of the tongs names used, and he would then direct whether the fund was really by law capable of being treated as a separate creditor or person. But when the question arises in Court, then the Court will not go beyond a *prima facie*, and may require some kind of proof, or will allow a party to the action to raise the question and either destroy the *prima facie* himself or all on the other party to substantiate the presumption. In this case, there were on the face of it 33 members, but they were whittled down to, I think, 27. One of the partners had used four tongs names to represent separate businesses, but all was entirely his own property."

Judgment with costs was then entered for plaintiffs, the costs incurred by the amendment to be set off.

JAPANESE ADVERTISEMENTS.
The Japanese have an original way of advertising, and they apply to the art all the poetry that their Oriental imagination is capable of. They have recourse to the most varied and improved methods, and their combinations are sometimes as picturesque as they are original, judging from a Paris contemporary, which cites some examples. A Japanese merchant informs his customers that his goods are sent off with the rapidity of a shot. A stationer calls his knowledge of natural history to his aid thus, "Our wonderful paper is as durable as the hide of an elephant." A Tokyo grocer borrows from psychology, and in mordant language announces that "Our vinegar of extra quality is sharper than the bitterness of the most diabolical of mothers-in-law." No doubt this last example, although the joke is obsolete with us, impresses the people of the land of the cherry blossom.

A RUN ON THE RAILWAY.

By most people in Hongkong a railway ride would be regarded as a novelty. It is several years since they travelled by rail before and, like experience has become little more than a memory. Besides, in the old days of home life it was second nature. It was no novelty. But now, they are eagerly anticipating the joy, the novelty, and the revelation of scenic beauties hitherto unknown to them which is to distinguish their first trip on the Kowloon-Canton Railway. The joys of anticipation have been indulged in for quite a long time now, five or six years at least, and, speaking for myself, I can confidently affirm that the joys of realisation are likely to be immeasurably greater.

Last week I made the trip. Accompanied by a friend, I took the humble ricksha to Yau-mat, where we climbed the railway embankment and stood on the line that looks so commonplace but yet has a romance all its own. Two or three big heavy trucks stood just over the bridge. They were not in use at the moment, except as shelters from the sun for some coolies. Two with one eye open were propped up against the wheels and seemed to resent our presence. A third was comfortably asleep with his head on the metals, a few inches removed from a wheel! Can you imagine it? Such an incident could only be witnessed in China. It would be impossible in any other part of the world. To reproduce such a picture was a natural wish in the circumstances, and I got my camera in order and was about to snap when one of the sleeper's colleagues, with a sense of comradeship or a wish to irritate the photographer, kicked the prostrate man and roused him to a knowledge of his danger of being photographed. The scare of the sleeper was nothing to the ire of the foreigner, who used language which the Chinese could appreciate if they did not altogether understand. I reckon that kick lost me twenty dollars. However, we regained our composure and proceeded along the track in search of Yau-mat Station. Soon the little structure, peeping from the midst of rock and hill, caught our eyes, and there we rested, waiting the arrival of our "special."

Workmen were still in possession, but the attendant Indians produced chairs for the sabbies, and as we sat on these we talked of the mighty accomplishment which was revealed to us. Here was a hill of no mean height, which had been not merely bisected, but halved. It had lost its other half, and as we gazed at its contour we realised what skill and labour had been exercised to remove even half a mountain. Soon the familiar sounds of a locomotive assailed our ears, and in a few seconds the train appeared. It glided past us, on to the present end of the rails at the bridge, and disembarked its passengers. Then it returned to the platform, where we were greeted by Mr. M. H. Logan, the engineer in charge of the section from Yau-mat to the frontier, who proved to be a guide, philosopher and friend. A bamboo ladder enabled us to climb into the metamorphosed truck, and a word was given to the Indian attendant, who waved a green flag, and away we went on our first railway tour for years.

As we passed the station we noted the cattle pen erected, the first suggestion to us that cattle would be carried on this line. Our engine, one of the four for the main line, looked particularly powerful. Its weight, we were told, was eighty-nine tons, and the object of utilising this tank engine, as it is termed, is to enable trains to be run through to Lofa without stopping to take water and to render unnecessary the assistance of banking or auxiliary engines for taking gradients, some of which are as steep as one in 100. A short run brings us to the approach to the Beacon Hill tunnel. A township has sprung up here composed of workshops and bungalows, but it is not by any means a thing of beauty. The traveller can't take in the prospect of hill and dale here. This blot holds his eye, as it were, and it seems impossible to look beyond it.

A feeling of anticipation, perhaps even excitement, asserts itself as we realise we are about to enter the Beacon Hill tunnel. Its story has charmed us all. We are proud that such an engineering feat should have been achieved in our territory and in our vicinity, and we feel a thrill as we realise that we are about to penetrate the huge mountain which rears its head so nobly in the midst of clouds. Most of us have been through tunnels which were perhaps longer than this, but few of these have possessed quite the same interest for us as this one with its length of 7,250 feet. The train slowly enters the tunnel. Immediately we are enfolded in the immediate gloom, but we have barely time to realise it when ahead of us we see the glimmer of electric bulbs and are comforted thereby. The dripping of the water is as not so much depressing. In fact it seems to add to the sense of coolness, and we realise with pleasure that a cool breeze is playing on our faces. But what is that ray of light away in the distance which illuminates the passage and reveals the glistering metals? It seems to be moving, just like a searchlight. We reply our guide with questions. "Oh," comes the cheery response, "that is a mirror at the mouth of the tunnel placed there so as to reflect into the tunnel the rays of the sun. We can see the rails for half a mile by that means. That is one of Mr. Lindsay's ideas." Of course we marvel at something about the ingenuity of the device and realise that we are only beginning to discover a series of wonderful things. At last we emerge. We satisfy ourselves that a huge mirror is there, and then allow our eyes to wander round. Here, at the south face, there is a little township, but as our outlook is away from the tunnel we do not regard it as a serious blot on the landscape. A beautiful countryside has been opened to view. We run slowly through the fertile Shatin valley, passing terraced rice fields—some

submerged, others showing lovely tints of green—picturesque villages, quaint temples nestling amid trees, and come to the bridge which spans the Shing-mun river. The river banks, clothed with trees, are fairly wild, and the water sparkles as it passes over a pebbly bed and assumes a darker hue where it deepens. The prospect certainly pleases, and the industrious natives, either tilling on the land or fishing in the river, seem contented with their lot. They merely glance at the train and its passengers who have dismounted to take permanent impressions of the scene. We get aboard again, and a little steaming brings the train alongside Shatin Station. Its appearance is delightful. The sea comes right up to within a few yards, and it is comforting to reflect that its shallow waters are not likely to be ever dangerous here. The trees and mountains opposite, the distant islands, the channels which suggest themselves, delight the eye and recall pictures of Italian lake scenery. Even the fishing boats, differing from their fellows in Hongkong or other parts of the coast, add the imagination in this direction. Leaving the station we travel alongside the highway for some distance, and those who have been in that locality before are conscious of the change which the railway has brought. We are skirting the coast, and in answer to our queries Mr. Logan informs us that the railway runs along the shore for almost eight miles. Those who have any knowledge of the beauty of the New Territory can conjure in their mind's eye something of the series of lovely views of coast scenery which that represents. The camera is kept busy from now onwards. One time its duty is to give some impression of an immense rock outcrop, another occasion it may be utilised with the object of showing the fine effect of a tunnel mouth showing in a little hill with the sea in the background, or again it may be to reproduce in degree the lovely waterfall which has the added interest of having been diverted for railway exigencies. It would take too long to describe the many points of interest or beauty between here and Tai-po. They have to be seen to be appreciated. Suffice it to say that when we reached the capital of the New Territory, as it has been called, we agreed that a more lovely site could not have been chosen. The residence of the district officer on the island which has now been joined to the mainland seems ideal in every respect. It is beautiful, it is cool, and it is stable. On the hill overlooking it are the various offices strongly built and charmingly situated.

But Tai-po has other than scenic joys for us. It brings us into the presence of Mr. S. B. C. Ross, the district officer, who invited the party to partake of his hospitality, the while we plied him with questions about the countryside and the people. His instructive discourses gave an added interest to the locality, and when we resumed our journey to the frontier it was with rose-coloured impressions of Tai-po. We approach a tunnel. It seems quite ordinary. But when we learn that it was placed at that position in order not to interfere with the outlook of the duty of the adjacent village, to enable him in fact to look through the tunnel to the hills beyond, we feel that the story of the railway will never be fully known. We have left the sea coast and are gliding through a plain which leads to the base of the mountain range which forms part of the boundary between the two Empires. Peaceful villages, surrounded by trees on which the ruddy lilies could be seen, and innumerable paddy fields are passed in succession. There is nothing very striking in the immediate vicinity of the rails, but the outlook on the mountains is restful. We halt at Fanling Station, small but yet rich in possibilities, and after a short stoppage, proceed on our course to Lo-fa, which is another of the same. A short run brings us to the Sam-chun river, the bridge over which is being built by the British section of the railway. Here the line ends. Scores of men and women are hammering at the iron work, scores are engaged on the track itself, while scores are building up the embankment, a junk lies underneath, the ferry boat goes backward and forward, cattle are driven across. Bustle and animation everywhere, and so it should be, for here two Empires meet. The market town of Sam-chun can be seen a little way off, but we have no desire to cross the border. Day is drawing to a close, and we wish to return to the joys of a bath. So we get aboard our special, which steadily and smoothly steams back to Yau-mat, where ended our first railway ride for several years. It enabled us to better appreciate the great undertaking now nearing completion, and the energy, perseverance and skill to surmount its manifold difficulties. We saw how men had successfully disputed with the sea, had effectively challenged the mountains, and had triumphed over the adamantine rocks, and it made us wish to pay our humble tribute to them.

A. R.

"DAGMAR" IN DANGER.

N.D.L. STEAMER RUN ON THE BEACH NEAR BANGKOK.

Messrs. Behn Meyer & Co., Ltd., the Singapore agents for the Norddeutscher Lloyd line of steamers, last week received a wire from Bangkok giving very grave tidings of a mishap that has befallen the *Dagmar*. The telegram conveyed the bare fact that the *Dagmar* had been beached at Koh-phah—a quarantine station about a hundred miles from Bangkok.

Whether the vessel has sprung a leak, struck a rock or been otherwise disabled, could not be deduced from the brief message. Messrs. Behn Meyer & Co., however, despatched the steamer *Yeddo* to Koh-phah to relieve the *Dagmar* of her cargo and to help her in any way possible.

The *Dagmar* (1,457 tons) which was built at Middlesbrough in 1896 and was acquired by the Norddeutscher Lloyd from Norwegian owners some years ago, is one of the smallest boats in that fleet, and is commanded by Captain Hovén. She left Singapore on June 28 with a transhipment cargo but no passengers, and ought, but for this untoward happening, to have been at her destination as now.

GERMANY AND THE VATICAN.

EXCHANGE OF NOTES.

The *North-German Gazette* published on June 14 the Prussian Note to the Vatican concerning the recent Encyclical and the reply of the Curia. In a Note presented on June 8 by the Prussian Minister to the Vatican it was pointed out that the criticism of the Reformation contained in the Encyclical was not confined to controversy about dogma and ecclesiastical government, but extended to the sphere of morals. It was inevitable that this criticism should cause deep excitement in all evangelical circles in Prussia, which felt themselves wounded in the religious, moral, and national sentiments which are inseparably connected with the history of the Reformation. The Prussian Government considered itself bound to enter a protest against the Papal pronouncements, "which had been addressed to this Episcopacy in Prussia, as well as elsewhere." It was added—

The responsibility for disturbances of the peace between the creeds, which result from the circular letter, rests with the quarter alone by which it was promulgated. The Prussian Government, which, in the interests of good relations between Church and State, has a diplomatic representative accredited to the Apostolic Chair, believes itself to be in a position to give expression to this view through its representative with the more justification, inasmuch as, in its constitutional duties, it strives in all seriousness and by every means to further the maintenance and the consolidation of peace between the Protestant and Roman Catholic population of the State.

In presenting this Note the Prussian Minister, in accordance with instructions referred to by Herr von Bethmann-Hollweg in his speech in the Diet, recently expressed the expectation that the Curia would find "ways and means calculated to avert as far as possible the injurious effects of the publication of the Encyclical." In particular, he said it must be expected that "in German dioceses (*in den deutschen Diözesen*) the Encyclical would neither be read from the pulpit nor published in Episcopal gazettes."

On June 11th the Minister was officially informed that the Pope had already instructed the German Bishops to abstain from such publications of the Encyclical. Yesterday the Curia presented to the Prussian Minister a Note signed by the Cardinal Secretary of State, which runs—

The Holy Chair believes that the cause of this agitation is to be attributed to the fact that the purposes of the Encyclical have not been properly recognized, and that in consequence some of the passages contained in it have been interpreted in a sense quite foreign to the intentions of the Holy Father. The undersigned Cardinal is therefore anxious to declare that his Holiness has received with real sorrow the news of such excitement of opinion since—as has already been publicly and formally declared—a non-official hearing to the non-Catholics of Germany or its Princes never entered into his mind (*seiner Seele ganz und gar fern lag*).

Nor has the Holy Father ever missed an opportunity to make known his genuine respect and sympathy for the German nation and its Princes. He has on a recent occasion had the pleasure of repeating these sentiments.

The Foreign Office evidently entertains the hope that public opinion will approve of the proceedings and their result. The *North-German Gazette* offers no comment, but almost every other evening paper was inspired to say that the Notes which would appear in the semi-official organ would be found satisfactory. As a matter of fact, it is open to doubt whether the authorities themselves now have the agitation in hand. It is even possible that they now regret the vigor with which they hastened into the fray, and as expressly in my dispatch of June 1, gave a non-official hearing to a campaign which has grown pretty steadily ever since. Especially in the last few days there have been innumerable meetings of protest against the Encyclical. Some academic speeches on the Reformation were delivered this afternoon in the Upper House of the Prussian Diet. Apart from the harangues which may have been due to the cause of religious peace it is doubtful whether on second thoughts the Government can consider its agitation to be politically profitable. The Conservatives are not being frightened away from their alliance with the Centre, and the Government's method of dealing with the Vatican is bringing upon them fresh charges of weakness. One result of a protest meeting held here on Sunday is that the *Cologne Gazette* has to deny that Herr von Bethmann-Hollweg is proving feebler than Prince Lohenlohe and Prince Bismarck.

The agitation has also raised serious questions concerning non-Prussian States. It will be seen that the Prussian Minister asked that the Encyclical should not be published "in German dioceses." Notwithstanding the favourable reply of the Curia, it is stated that the Encyclical has already been published in one Bavarian diocese, and the Bavarian Roman Catholic Press, after a period of self-restraint is vigorously defending the Vatican. The *Cologne Gazette* published the other day a telegram from Rome to the effect that representatives against the Encyclical were to be made by the Bavarian Minister to the Vatican. The Bavarian Press is naturally very angry at such a suggestion.

Meanwhile, the King of Saxony, who has announced his intention of sending an autograph letter on the subject to the Pope, is the hero of the Radical and anti-Clerical Press. Telegrams from Dresden say that he has received countless congratulations from all parts of Germany, including an enthusiastic message from the University of Leipzig, and that he was loudly cheered when he went for a drive this morning.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 13th at 11.55 a.m.—The barometer has risen slightly at all stations, except in Vladivostok.

Pressure is low over the Pacific to the S.E. of the Loo-Chooes, and also over Ton-king. It is highest over the S. part of the China Sea in the South, and over the Pacific to the N.E. of Japan in the North.

Moderate variable winds may be expected in the Formosa Channel and moderate S.W. and S. winds along the coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.61 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood S.W. winds, moderate; fair.

Formosa Channel Variable winds, mod. rate.

South coast of China between Hongkong and Loo-Chooes Same as No. 1.

South coast of China between Hongkong and Hainan S. winds, moderate.

How TO BE BEAUTIFUL.—Keep your Complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. WATSON & Co., Ltd., Sole Agents. [467]

DREADFUL CASES OF RINGWORM.

Heads Covered with Thick Scurf—Cried with Itching—Hospital's Treatment Gave Frightful Pain but Did No Good—3 Years of Torment.

OWE SCALP AND HAIR HEALTH TO CUTICURA.

"Well over four years ago my two little girls were taken with a dreadful scalp trouble (that the doctors called ringworm). They attended the Hospital as outpatients for a year. I had to apply their ointment with a brush, giving the children frightful pain. I also had to have their heads shaved every two weeks, but they got no better under the treatment. They used to cry with the tormenting itching, and their heads were covered with a thick scurf and dandruff."

"About a year ago I determined to try the Cuticura Remedies. I used plenty of Cuticura Soap and applied the Cuticura Ointment. I used only about three boxes of Cuticura Soap and three boxes of Cuticura Ointment and they were cured. Their hair is growing long and nice again. They had become so itchy after their three years of suffering that I had to send one away to a convalescent home as soon as she was cured, but now she is home, well and strong. My younger girl was away from school nine months with the disease. I am very grateful to Cuticura and for their children's sake, hope other mothers will try it. The Cuticura Soap I will always use for it makes the hair so lovely. Mrs. Nora Emmott, 28, Lena Gardens, Brook Green, W., London, N.W. 26, 1909."

Cuticura is the most economical treatment for the skin, scalp, hair and hands, of infants, children and adults. A box of Cuticura Soap and a box of Cuticura Ointment are often sufficient to effect a speedy and permanent cure. Sold throughout the world. Depot: London, 17, Cannon Row. In America, 23, N. 5th St., Philadelphia. In Australia, R. Turner & Co., Sydney; India, D. K. Paul, Calcutta; Japan, Maruya, Ltd., Tokio; S. Africa, Lewin, Ltd., Cape Town; U.S.A., Foster Drug & Chem. Corp., San Francisco, Boston, 47 West Tree, 32-page Cuticura Book, a complete Guide to the Cause and Treatment of Skin and Scalp.

RUSSIA AND JAPAN.

Only a few months ago strange rumours predicting another war between Russia and Japan were freely circulated on the Continent. How accurate and well founded those reports were is shown by the news that the two Powers, which were declared to be on the point of renewing hostilities, have concluded an agreement in regard to Manchurian affairs. The terms of the new Convention have not yet been made public, so it is not known whether it relates merely to the railways in Manchuria, or whether it amounts to a general understanding with respect to Far Eastern questions. But the news of a good understanding between Russia and Japan will be warmly welcomed in England, though it may cause some mortification to those who have been looking to see another outbreak of war in the Far East. Ever since the Treaty of Portsmouth put an end to the carriage in Manchuria, there have been predictions that the peace would only prove to be a truce leading to a second and more terrible struggle for the mastery. Unfortunately, however, for the prophets of evil, the statements of the two Powers have been fit to pursue very different lines of policy from those attributed to them. Each have recognised that their countries stand in need of a long period of rest and recuperation, and as instead of preparing for the prosecution of another exhausting struggle, they have sought to settle all outstanding difficulties by friendly negotiation and to promote goodwill between their respective nations. It will be remembered that in fact back in 1907 Russia and Japan concluded a general agreement in which they pledged themselves to respect each other's territorial integrity, and to abstain from any action which might lead to a conflict between them.

One of the other through agreement or treaty with China. At the same time special conventions were drawn up to settle terms of commercial intercourse and to arrange for the sharing of the fisheries along the shores of Russia's Far Eastern possessions. The railways held by the two Powers in Manchuria have been linked up for some time, and the new Treaty no doubt is designed to provide for closer co-operation in the development and working of the lines. When the late Emperor died, the Russian Government was anxious to see the Japanese on his way to open negotiations with the Russian representatives at Harbin. Recent events have helped to bring Russia and Japan more closely together. Each Power has seen a threat to its interests in the proposals put forward for the transfer of the Manchurian railways to international control, and in the schemes for the construction of new lines in Western Manchuria and in Mongolia. Both object to surrendering railways as the risk of which they have made great efforts and sacrifices, and on the development of which they have spent large sums of money, and both are strongly opposed to the construction of rival systems which would have the effect of diminishing the profits and advantages derived from their own lines. In this respect the two Powers are united by a bond of common interest, and are naturally drawing together to maintain their rights against any possible attack. Other nations may feel aggrieved at the state of affairs, but Russia and Japan may question their right to divide between themselves the benefits of railway enterprise in Manchuria. But it is rather late in the day to adopt such an attitude. The time for making a stand for absolute equality of opportunity for all countries was when Russia first began to extend her control over Manchuria. Those Powers which did nothing from 1897 to 1903 to arrest Russia's forward policy could not now dispute the right and interests which she then secured. Still less can they, with any grace, attack the nation which undertook single-handed to stem the tide of Russian aggression, because it desires to profit by the concessions secured as the result of a struggle in which it hazarded its very security and made an immense sacrifice of blood and treasure. It is not suggested that Russia and Japan should be permitted to have a monopoly of advantages in Manchuria. As a matter of fact, outside the railway zone all countries stand on an equal footing in respect of trade. Russia and Japan have pledged themselves to respect the principle of "the open door," and it is perfectly possible to hold them to their engagements without trying to undermine the special interests which they have acquired and are resolved to maintain.—The Times.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

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DIES AND SEALS CUT IN ANY METAL.

Hongkong, 14th July, 1910. [828]

WANTED.

AN EXPERT TYPIST, with knowledge of shorthand preferred. When applying please state salary required and previous experience.

Apply to— "TYPIST" Office.

Hongkong, 14th July, 1910. [829]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"SILESIA" Captain E. Radonich, will leave for the above places on TUESDAY, the 19th inst., P.M.

This steamer has special accommodation for passengers. Electric light, electric fan in all cabins, and carries a doctor and a stewardess.

For Freight or Passage, apply to SANDER, WILDER & Co., Agents.

Princes Building.

Hongkong, 14th July, 1910. [3]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE R.M.S.P. Company's Steamship

"CARMARTHENSHIRE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivered, can be obtained as soon as the goods are landed.

Goods not cleared by the 19th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on the 19th inst. No Claims will be admitted after goods have left the Godown, nor will they be recognized if presented after 10 days of vessel's arrival.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th July, 1910. [826]

NORDEUTSCHE LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th July will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 19th July, at 9.30 A.M.

All Claims must reach us before the 23rd inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHE LLOYD, MELCHERS & Co., General Agents.

Hongkong, 12th July, 1910. [5]

EAST ASIATIC COMPANY, LTD.

COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"INDIEN" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.30 A.M.

All claims must reach us before the 24th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents.

Hongkong, 13th July, 1910. [6]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1910, will be Payable on FRIDAY, 29th July, on which Date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July, both dates inclusive during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 12th July, 1910. [827]

THE WEST POINT BUILDING COMPANY, LTD.

AN INTERIM DIVIDEND of DOLLARS 1.80 per Share for Six Months ending 30th June, 1910, will be Payable on FRIDAY, 29th July, on which Date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July, both dates inclusive during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD., General Agents for

THE WEST POINT BUILDING, LTD.

Hongkong, 12th July, 1910. [824]

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, HOTEL MANSON, on TUESDAY, the 9th August, at 12 o'clock noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 26th July to 9th August, both days inclusive.

By Order of the Board of Directors, JOHN ARNOLD, Acting Secretary.

Hongkong, 12th July, 1910. [825]

CHINA LIGHT AND POWER CO., LTD.

LOST.

CERTIFICATE of 100 Shares standing in the Register of this Company in the name of ARTHUR OSCAR SHERWIN MANNE has been LOST.

Serial No. 269—13313/13412—100 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 100 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 24th June, 1910. [775]

FOR SALE

NOW ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

Revised by THE MEMBERS.

PRICE ——— \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING PORTIONS OF MARINE LOTS 31 and 35, at PRAYA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply— G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [84-168]

KIDNEYS

AUSTRALIAN SHEEP'S

KIDNEYS

60 CENTS PER DOZ.

THE

DAIRY FARM CO., LTD.

[42]

DAVID COESAR & SON'S

MERCHANT NAVY

NAVY BOILED LONG FLAX RELIANCE CROWN TARPAILING

ARNOLD, KARBURG & CO. Sole Agents.

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing.

The difference in cost between good and bad printing and material is generally nil.

"THE HONGKONG DAILY PRESS" PRINTING WORKS

turn out the Best Printing at Reasonable Prices

INTIMATIONS

Re WILLIAM LYSAUGHT, Deceased.

ALL CREDITORS having Claims against the above Estate are requested to send them in to the Undersigned as early as possible. Dated this 11th day of July, 1910.

DEACON, LOCKER & DEACON, Solicitors for the Executors.

RE-OPENED! RE-OPENED!

THE

BELL VIEW HOTEL

(Telephone No. 907)

ON 7th JULY, 1910.

UNDER entirely New Management, this popular Seaside Resort has been completely reorganised and re-staffed and special arrangements made for the comfort of guests.

MEALS, AFTERNOON TEAS, AND

ICES. ICES. ICES.

Served at all hours either in the Dining Rooms or on the Spacious and Shady Lawn or Verandahs.

Only Best Brands of Liquors stocked.

RESIDENCE RATES on APPLICATION.

All Cordially Welcome.

W. GALLAGHER, Manager.

Hongkong, 7th July, 1910. [808]

TENDERS.

TENDERS are invited for the Supply of LABOUR and JUNKS in connection with the Coaling of H.M. Ships, etc., at Hongkong for a period of 12 Months from the 1st August, 1910.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, Hongkong, and should be returned not later than Noon on the 16th July, 1910.

A deposit of One Hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of tender.

The right is reserved of rejecting all or any tenders and of accepting any portion of a tender.

EDGAR WATTS, Naval Store Officer.

H.M. Naval Yard, Hongkong, 4th July, 1910. [803]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch.

Telegrams: "Labur Labuan" BRADLEY & Co., Agents.

Hongkong, 12th August, 1909. [629]

MITSUBISHI BISHI KWAISHA

(MITSUBISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMITAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MABUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, A.I. ABC 5th Ed. Western Union.

AGENTS—M. ARADA, Esq., CHIN KANG, Messrs. GRABING & Co. MANILA; Messrs. MASONDRAY & Co.

For Particulars apply to H. OISHI, Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909. [574]

TO LET.

NO. 14, SEYMOUR TERRACE, from 1st July.

Apply to— COMPTON DEPT., Care of Messrs. GIBB, LIVINGSTON & Co. Hongkong, 7th June, 1910. [724]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light, and Telephone in each Flat.

Apply to— J. HENNESSEY SETH, No. 4, Lee House Street. Hongkong, 2nd July, 1910. [795]

TO LET.

NO. 10, ARBUTHNOT ROAD. Six Rooms House, with a Small Garden.

Apply to— E. A. C. F. DE CARVALHO, 14, Arbuthnot Road. Hongkong, 30th May, 1910. [694]

TO LET.

NO. 3, CANTON VILLAS, Kowloon. A HOUSE, in Knutsford Terrace.

Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st July, 1910. [325]

TO LET.

NO. 2, HOLLYWOOD ROAD.

NO. 2, OLD BAILEY. Immediate Possession.

ARRATOON V. APCAR & Co., 14, Des Voeux Road Central. Hongkong, 4th July, 1910. [800]

TO LET

TO LET.

NO. 156, PRAYA EAST, from 1st June. ALSO OFFICES, at No. 2, PEDDER STREET, from 1st July.

Apply—Messrs JARDINE, MATHESON & Co., Ltd., Hongkong, 1st June, 1910. [706]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st July, 1910. [89]

TO LET.

OFFICES in Des Voeux Road, Central, corner of Lee House Street.

Apply to— Messrs. PERCY SMITH & FLEMING, 5, Queen's Road. Hongkong, 2nd June, 1910. [440]

TO LET—AT MACAO.

A LARGE BUNGALOW, with Garden and back yard, situated near the Band Stand at the Avenida.

Apply to— C. A. B. D'ASSUMPOUO, 75, Praia Grande, MACAO. Hongkong, 6th June, 1910. [802]

TO LET.

NOS. 19 and 23, SHELLEY STREET, new 5-Roomed Houses.

NO. 37, PRAYA GRANDE, Macao. "GODOWN" No. 10, Praya Grande, Fully Furnished for September and October, 1910.

NO. 2, CONDUIT ROAD, 5-Roomed House, from 1st June to 1st July, 1910.

A WELL-FURNISHED HOUSE in Kowloon, with use of Tennis Court, from 1st June, 1910.

NO. 9, BEACONSFIELD AVENUE (Shop). PREMISES at SHAMSHU, CANTON, lately in occupation of the Canton Kowloon Railway.

FOR SALE—Two Cottages at Peak, commanding a magnificent view of the Harbour and adjacent Islands.

Apply to— LINDSEY & DAVIS, 3rd Floor, Alexander Buildings. Hongkong, 9th July, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st July, 1910. [88]

TO LET.

NEW AND COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yauwatt, Area 35,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [730]

TO LET.

NOS. 2 and 3, GOUGH HILL (104, PRAY), as one or two HOUSES, Furnished or Unfurnished.

Apply to— Messrs. S. J. DAVID & Co. Hongkong, 29th June, 1910. [782]

TO LET.

"DARTMOOR," No. 13, CONDUIT ROAD.

21, CONDUIT ROAD, Clifton Gardens, GODOWNS 151 to 155, PRAYA EAST.

OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chung Road. No. 4, RIFON TERRACE.

OFFICES in York Building. No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 9th July, 1910. [87]

TO LET.

OFFICES, Hotel Mansions.

Apply to— HENRY HUMPHREYS, Alexander Buildings. Hongkong, 2nd February, 1910. [151]

TO LET.

BOWEN ROAD, Western Block of DWELLING HOUSES, at present occupied as Artillery Officer's Quarters. Suitable for Boarding House.

Apply— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st July, 1910. [781]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished.

Apply to— ARATOON V. APCAR & Co., 14, Des Voeux Road Central. Hongkong, 3rd March, 1910. [363]

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices.

One GODOWN in Mason's Lane.

Apply to— DAVID SASSOON & Co., LTD. Hongkong, 8th March, 1910. [95]

INSURANCE

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS at 31st DECEMBER, 1908 £19,121,513.

I. Authorised Capital ... £6,000,000

Subscribed Capital ... 3,275,000

Paid-up Capital ... 1,212,500 0 0

II. Fire Funds ... 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN TOMES & CO., Agents.

Hongkong, 15th January, 1909. [788]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888G. at 4s. 7d. and 7s. 5d. per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [545]

AUTOMATIC BLOWING POCKET PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEBSEN & Co. Pongkong, 6th March, 1907. [38]

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Authorised Capital FL 15,000,000 (£1,250,000)

Subscribed Capital FL 12,378,100 (£1,031,500)

Reserve Fund FL 2,754,338.09 (£229,528)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS THE WILLIAMS, DALGLISH & BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.
WHAT ARE THESE BONDS?
 They are high-class and absolutely safe securities payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at the periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.
 We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.
 Write for Handbook, sent free.
MELVILLE, GILLY & CO., Bankers, 3, Rue de la Bourse, PARIS (France). [23]



COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU.
 Its refreshing and exhilarating effects are a revelation to those who have never tried it before.
 "WINCARNIS" has a charm all its own, which you cannot fail to appreciate.
 The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY
 From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.
 No. 22, Museum Road, Corner of Scotch Road, Shanghai. [714]

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.
 FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"
 having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon, on the 18th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 8th July, 1910. [4]

FROM EUROPE.

THE H.A.L. Steamship

"SCANDIA,"
 Captain von Doehren, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-Pay.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 16th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 11th July, 1910. [817]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

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7.00 p.m. to 8.00 p.m. Every 10 minutes.

8.45 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 9.15 p.m. Every 15 minutes.

9.15 p.m. to 9.30 p.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

8.45 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 9.15 p.m. Every 15 minutes.

9.15 p.m. to 9.30 p.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

8.45 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 9.15 p.m. Every 15 minutes.

9.15 p.m. to 9.30 p.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 10 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

